In the Claims:

1. (Currently amended) Method of [[~~for the~~]] evaluating [[~~of~~]] an installation location (p2) of an acceleration sensor assembly (2) in a vehicle (3) with respect to [[~~the~~]] transmission characteristics to [[~~this~~]] the installation location (p2) of acceleration impulses (s1a, s1b) acting on the vehicle (3), with a following serially-connected evaluating circuit (s7), especially for [[~~the~~]] triggering (s8) [[~~of~~]] occupant protection devices,

a) in which a prescribed acceleration impulse (s1a, s1b, ...) is impressed at at least one prescribed position (p1a, p1b, ...) on the vehicle to produce an impulse response, the impulse response is measured at the installation location,

b) [[~~the~~]] a frequency spectrum ($a(f)_{actual}$) of the impulse response is determined,

c) and the installation location (p2) is evaluated through comparison of [[~~this~~]] the frequency spectrum with a prescribed nominal spectrum ($a(f)_{nominal}$).

Claims **2 to 9** (Canceled).

10. (Currently amended) Method according to claim 1, in which a broadband norm signal (s1b), especially a white noise or a pseudo-random sequence, is impressed on the vehicle, the impulse response measurable at the installation location (p2) is measured, therefrom [[~~the~~]] a transmission characteristic is determined via a

Fast-Fourier-Transformation and compared with a prescribed nominal characteristic ($a(f)_{nominal}$).

11. (Original) Method according to claim 10, wherein the norm signal is impressed at various different impact points on the vehicle, and the transmission characteristics of the various different impact points are compared with the nominal characteristic and additionally with one another.

12. (Currently amended) Method according to claim 10, wherein the norm signal (s1b) is impressed at the installation location (p2) of the acceleration sensor assembly, and [[~~the~~]] components reflected in the vehicle are evaluated while screening out [[~~the~~]] a direct input coupling.

Claim **13** (Canceled).

14. (Currently amended) Method for [[~~the~~]] evaluating [[~~of~~]] an installation location of an acceleration sensor assembly in a vehicle with respect to [[~~the~~]] transmission characteristics to this installation location of acceleration impulses acting on the vehicle, with a following serially-connected evaluating circuit, especially for [[~~the~~]] triggering [[~~of~~]] occupant protection devices,

a) wherein a vehicle simulation program that can be carried out on a data processing system is provided,

b) to which acceleration impulses are prescribed at prescribed impact points on the vehicle,

c) by means of the vehicle simulation program, [[~~the~~]] impulse responses at the installation location are simulated, and the installation location is evaluated through comparison of [[~~the~~]] a frequency spectrum of [[~~the~~]] simulated impulse responses with a prescribed nominal spectrum.

Claim **15** (Canceled).

16. (Currently amended) Method according to claim 1, in which a plurality of various different acceleration impulses (s1a) to be expected [[~~in the~~]] during operation of the vehicle are impressed at various different impact points of the vehicle.

17. (Currently amended) Method according to claim 16, in which a group of safety-harmless acceleration impulses, for which no triggering of occupant protection devices is necessary, are impressed, wherein the installation location is evaluated regarding to what extent [[~~the~~]] frequency spectra of the impulse responses to [[~~these~~]] the safety-harmless ~~impulse signals~~ acceleration impulses do not exceed the prescribed nominal spectrum ($a(f)_{nominal}$).

18. (Currently amended) Method according to claim 17, wherein additionally a group of safety-critical acceleration impulses, for which a triggering of occupant protection devices is necessary, are impressed, wherein the

installation location is evaluated regarding to what extent [[~~the~~]] frequency spectra of the impulse responses to [[~~these~~]] the safety-critical ~~impulse signals~~ acceleration impulses exceed the prescribed nominal spectrum ($a(f)_{nominal}$).

19. (Currently amended) Method according to claim 1, wherein the nominal spectrum ($a(f)_{nominal}$) is determined from:

a) [[~~the~~]] a frequency response characteristic of [[~~the~~]] a sensor of the acceleration sensor assembly that is to be installed at the installation location and

b) [[~~the~~]] a frequency response characteristic of [[~~the~~]] mechanical components of the sensor assembly and

c) a characteristic of the following serially-connected evaluating circuit.

20. (Currently amended) Method according to claim 16, in which additionally [[~~the~~]] a frequency response characteristic of [[~~the~~]] a sensor used for the measurement of the impulse response directly at the installation location is taken into consideration.

21. (Currently amended) Method according to claim 16, wherein [[~~the~~]] impulse responses to the various different acceleration impulses that are to be expected [[~~in the~~]] during operation of the vehicle, which impulse responses are measurable at the installation location, are weighted with a weighting function (G) and provided to the following serially-connected evaluating circuit, wherein the

evaluating circuit generates [[~~a~~]] corresponding output ~~signal~~ signals from the impulse ~~response~~ responses respectively corresponding to a prescribed evaluating algorithm, and in the evaluation of the installation location, additionally, [[~~the~~]] a comparison of the output signals with nominal output signals respectively prescribed for the ~~impressed~~ acceleration ~~impulse~~ impulses is carried out.

22. (Previously presented) Method according to claim 21, wherein the weighting function (G) is derived from the reciprocal of the nominal spectrum ($a(f)_{nominal}$).

23. (Currently amended) Method according to claim 21, wherein the evaluating algorithm of the evaluating circuit includes an integration of the respective acceleration impulse over a time window, and in the evaluation of the installation location, a comparison of the impulse response, which is weighted and integrated over this time window, with a nominal integration value for the respective ~~impressed~~ acceleration impulse is carried out.

24. (Previously presented) Method according to claim 10, wherein one or more maximum length sequences (MLS-sequences) are used as the norm signal (s1b).

25. (Currently amended) Method according to claim 14, wherein the vehicle simulation program is based on the real

transmission characteristics determined according to a method for [[~~the~~]] evaluating [[~~of an~~]] the installation location (p2) of [[~~an~~]] the acceleration sensor assembly (2) in [[~~a~~]] the vehicle (3) with respect to the real transmission characteristics to this installation location (p2) of real acceleration impulses (s1a, s1b) acting on the vehicle (3), with [[~~a~~]] the following serially-connected evaluating circuit (s7), especially for [[~~the~~]] triggering (s8) [[~~of~~]] the occupant protection devices,

a) in which a prescribed real acceleration impulse (s1a, s1b, ...) is impressed at at least one prescribed position (p1a, p1b, ...) on the vehicle to produce a real impulse response, the real impulse response is measured at the installation location,

b) [[~~the~~]] a real frequency spectrum ($a(f)_{actual}$) of the real impulse response is determined,

c) and the installation location (p2) is evaluated through comparison of [[~~this~~]] the real frequency spectrum with a prescribed nominal spectrum ($a(f)_{nominal}$),

wherein a broadband norm signal (s1b), especially a white noise or a pseudo-random sequence, is impressed on the vehicle, the impulse response measurable at the installation location (p2) is measured, therefrom the real transmission characteristic is determined via a Fast-Fourier-Transformation and compared with a prescribed nominal characteristic ($a(f)_{nominal}$).